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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT NO.

INFORMATION REPORT

CD NO.

INTELEX 18 25X1

COUNTRY Germany (Russian Zone)

DATE DISTR. 20 July 1951

SUBJECT Special Trains of Russian Boxcars
from Siegmars-Schönau to Frankfurt/Oder

NO. OF PAGES 1

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NO. OF ENCLS.
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INFO.DO NOT CIRCULATE
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THIS IS UNEVALUATED INFORMATION

- 25X1 1. Eighteen special Russian boxcars loaded with ore were taken from Siegmars-Schönau to Frankfurt/Oder between 31 May and 1 June 1951. The boxcars have four axles, are twenty-four meters long, and are painted a bluish color, making them particularly noticeable in German railroad yards. They are constructed entirely of sheet metal which is soldered on the inside of the boxcars; the metal posts are visible from the outside.
- 25X1 [REDACTED]
- 25X1 [REDACTED]
2. On 31 May 1951, Russian soldiers wearing MVD green shoulder boards were observed loading four of the special closed boxcars at the Wanderer-Werke (Wismut AG) rail yard. Three boxcars were loaded with 1120 ore crates each, while the fourth boxcar was loaded with 1000 cylindrical ore canisters.
3. Eighteen of these boxcars were assembled in the Wüstenbrand (approximately 8 km east of Siegmars-Schönau) freight yard and shunted in groups of six, via the Siegmars-Schönau rail yard, to the Wanderer-Werke railroad yard loading platforms and loaded as described in paragraph 2. Subsequently, the boxcars, carrying approximately 30 Russian soldiers and four officers, were coupled to the train; one was placed at the head, one in the middle and one at the end of the 18 boxcars. These 21 cars were attached to a locomotive [REDACTED] and returned to the Wüstenbrand freight yard.
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- 25X1 [REDACTED]
- 25X1 [REDACTED]
4. The train, composed of locomotive and 21 boxcars, left Wüstenbrand at 19:45 hours on 31 May. It proceeded to Chemnitz-Waldheim-Döbeln - Riesa-Elsterwerda - Kirchhain - Calau - Cottbus - Lieberose - Grunow to the Frankfurt/Oder freight yard where it was standing on the Kronenfeld (Russian) track on 1 June.
5. These special Russian boxcars have been leaving from the Wüstenbrand freight yard at irregular intervals since September 1950. They have been observed as often as twice a week and as infrequently as once a month, while the number of boxcars has varied from 6 to 44.

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